Consumption of aviation fuel

1338. SHRI ASHIS SEN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) what is the per hour consumption of aviation fuel for an Airbus 300, Airbus 320 and Boeing ;

(b) what is the cost of aviation fuel per metric tonne ;

(c) whether the passenger load factor is commensurate with operation cost ; and

(d) what is the number of passengers that flew by Indian Airlines during the years 1992 and 1993 year-wise ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Average consumption (aircraftwise) of Aviation Turbine Fuel during 1992-1993 is as under :—

Type of aircraft	Per hour (in Itrs.)
Airbus A-300 . . .	7721
Airbus 320 . . .	3060
Boeing 737 . . .	3550

(b) The cost of Aviation Turbine Fuel at different places in India varies from Rs. 11756.77 to Rs. 14644.99 per kilo litre.

(c) The overall passenger load factor does not meet the cost of operations.

(d) Indian Airlines carried 8.669 million passengers in 1992 and 7.307 million in 1993.

Leasing of Lakshadweep Islands for Promotion of Tourism

1339. SHRI G. Y. KRISHNAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether global tenders to lease out two uninhabited islands—Thinnakara and Cheriyam—in Lakshadweep for promoting island tourism have been or are being floated;

(b) if so, the terms for leasing out these wo islands ;

(c) whether any study for environmental friendly tourism development in Andaman and Nicobar Islands with the assistance of UN Development Project and World Tourism Organisation, has been or is being carried out to explore the beaches that have the potential to promote beach resorts ; and

(d) if so, the details thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) Government had invited competitive offers in January, 1992 for development and operation of island/beach resorts at Thinnakara and Cheriyam in Lakshadweep. In response, four offers were received. Government rejected all the offers as unsuitable and decided to invite fresh offers. A committee was set up to formulate terms and conditions, evaluate offers and make recommendations to the Government. The Committee has submitted its recommendations for inviting fresh offers which are receiving the attention of the Government.

(c) and (d) A UNDP study is proposed to undertake a study for development of strategy for environmentally sustainable tourism in Andamans (identified places). This study would provide the basis for an orderly expansion of tourism in the Andamans through preparation of a long-term strategic master plan with particular emphasis on environmentally sustainable development. It would also include a medium term tourism development programme specifying development projects and other related activities.

Economy measures in Indian Airlines

1340. SHRI V. HANUMANTHA RAO: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government are considering proposals to hike air fares in Indian Airlines;

(b) if so, the reasons thereof ;

(c) whether any economy measures been implemented in Indian Airlines; and

(d) steps taken to make Indian Airlines cost conscious ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) There is no proposal at present to increase fares of Indian Airlines.

(b) Does not arise.

(c) and (d) Yes, Sir. The following are the main steps being taken by Indian Airlines to reduce costs of operation :

—Improvement in productivity.

—Control of unproductive expenditure.

—Close monitoring of schedule matching with demand.

—Increased utilisation of fuel efficient aircraft (Airbus A 320) fleet.

—Monitoring of upliftment of food etc. to avoid wastage

—Life development programme to increase the number of cycles between various checks/inspections to reduce cost and to increase availability of aircraft.

Direction for Covering feeder routes by Private Airlines

1341. SHRI IQBAL SINGH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that private air companies are concentrating on metropolitan cities and trunk routes or revenue earning areas like Goa and Bangalore ;

(b) if so, the details thereof, companies wise, and the reasons therefor ;

(c) whether private air companies are given direction by Government to cover feeder routes, smaller cities and towns as well as tourist centres in the country, particularly in Punjab ;

(d) whether some of the passengers were shabily treated by the staff and officers after having been issued confirmed tickets ; and

(e) if so, what measures Government have taken in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) Under the existing Air Taxi guidelines, air taxi operators are free to operate to any airport to which scheduled services operate. The places to which air taxi are operating currently are set out in the statement. Selection of these places done by the operators on commercial considerations (*See* below).

(c) In terms of the Air Taxi Guidelines Air Taxi Operators are required to operate atleast equal number of flights on sectors below 700 Kms. as to sectors above stage length of more than 700 Kms.

(d) No specific incident has been reported.

(e) Does not arise.

Statement

Details of the Stations Operated by Air Taxi Operators

1. M/s M.G. EXPRESS, LTD. . . .	STATION
	1. DELHI
	2. JAMMU
	3. HYDERABAD
	4. COCHIN
	5. GOA
	6. MADRAS
	7. BOMBAY
	8. BANGALORE
	9. CALCUTTA
2. M/S DELHI GULF AIRWAYS SERVICES (P) LTD.	1. DELHI
	2. MODIPURAM
	3. KOTDWAR
	4. PATIALA
	5. AGRA